

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
given in the  
HONGKONG WEEKLY  
PRESS,

with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance, \$12  
per annum. Postage to any part of  
the World 2s.

# Hongkong Daily Press.

ESTABLISHED 1857

THE  
 DIRECTORY & CHRONICLE  
 FOR 1906.  
 Complete Edition - \$10.00  
 Small ... ... 6.00  
 Orders may be sent to the  
 Hongkong Daily Press Office and  
 to the Local Booksellers.

No. 15,011. 號音十零五萬一第 日一初月四閏年二十三精光 HONGKONG. WEDNESDAY, MAY 23RD 1906. 三拜禮 號三十二月五年六零百九千一英港香 PRICE, \$3 PER MONTH.

HOTELS

## HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons  
163 Bedrooms  
Elegantly Furnished Reception Rooms  
Private Bar and Billiard Rooms for Hotel  
Residents  
Hydraulic Lifts to each Floor  
Electric Lighting and Fans  
Every Comfort  
Ladies' Afternoon Tea Rooms  
Ladies' Cloak Rooms  
Music in after-dances  
CHARGES MODERATE, AND NO EXTRAS  
H. HAYNES, Manager.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea Rooms.  
Private Bar and Billiard Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hote at separate tables.  
For Terms, &c., apply to the  
MANAGER,  
Hongkong, 24th July, 1906. [a21]

## VICTORIA HOTEL.

SHAMEEN—CANTON.

On the British Concession.

## MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praia Grande.  
Both Hotels under experienced European  
Management.

Every Comfort and Convenience for Residents  
and Tourists.

W.M. FARMER  
Proprietor

## "BOA VISTA" (HOTEL SANITARIUM OF SOUTH CHINA).

MACAO.

HAS been re-opened under European  
management and most strict supervision,  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days' rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. *Heungshun*), daily to and from  
Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.

Cable Address—"BOAVISTA".  
For Terms, apply  
[a21] THE MANAGER.

## HONGKONG HIGHLEVEL TRAM- WAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAY.

7.00 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.30 p.m. Every 15 minutes.  
12.30 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 10 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.45 p.m. Every 10 minutes.  
4.45 p.m. to 5.15 p.m. Every 15 minutes.  
5.15 p.m. to 5.45 p.m. Every 10 minutes.  
5.45 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 9.00 p.m. Every 10 minutes.  
9.00 p.m. to 9.30 p.m. Every 15 minutes.  
9.30 p.m. to 10.00 p.m. Every 10 minutes.  
10.00 p.m. to 10.30 p.m. Every 15 minutes.  
10.30 p.m. to 11.00 p.m. Every 10 minutes.  
11.00 p.m. to 11.30 p.m. Every 15 minutes.  
11.30 p.m. to 12.00 a.m. Every 10 minutes.  
12.00 a.m. to 1.00 a.m. Every 15 minutes.  
1.00 a.m. to 1.30 a.m. Every 10 minutes.  
1.30 a.m. to 2.00 a.m. Every 15 minutes.  
2.00 a.m. to 2.30 a.m. Every 10 minutes.  
2.30 a.m. to 3.00 a.m. Every 15 minutes.  
3.00 a.m. to 3.30 a.m. Every 10 minutes.  
3.30 a.m. to 4.00 a.m. Every 15 minutes.  
4.00 a.m. to 4.30 a.m. Every 10 minutes.  
4.30 a.m. to 5.00 a.m. Every 15 minutes.  
5.00 a.m. to 5.30 a.m. Every 10 minutes.  
5.30 a.m. to 6.00 a.m. Every 15 minutes.  
6.00 a.m. to 6.30 a.m. Every 10 minutes.  
6.30 a.m. to 7.00 a.m. Every 15 minutes.  
7.00 a.m. to 7.30 a.m. Every 10 minutes.  
7.30 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 8.30 a.m. Every 10 minutes.  
8.30 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 10 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 10 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.45 p.m. Every 10 minutes.  
4.45 p.m. to 5.15 p.m. Every 15 minutes.  
5.15 p.m. to 5.45 p.m. Every 10 minutes.  
5.45 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 9.00 p.m. Every 10 minutes.  
9.00 p.m. to 9.30 p.m. Every 15 minutes.  
9.30 p.m. to 10.00 p.m. Every 10 minutes.  
10.00 p.m. to 10.30 p.m. Every 15 minutes.  
10.30 p.m. to 11.00 p.m. Every 10 minutes.  
11.00 p.m. to 11.30 p.m. Every 15 minutes.  
11.30 p.m. to 12.00 a.m. Every 10 minutes.  
12.00 a.m. to 1.00 a.m. Every 15 minutes.  
1.00 a.m. to 1.30 a.m. Every 10 minutes.  
1.30 a.m. to 2.00 a.m. Every 15 minutes.  
2.00 a.m. to 2.30 a.m. Every 10 minutes.  
2.30 a.m. to 3.00 a.m. Every 15 minutes.  
3.00 a.m. to 3.30 a.m. Every 10 minutes.  
3.30 a.m. to 4.00 a.m. Every 15 minutes.  
4.00 a.m. to 4.30 a.m. Every 10 minutes.  
4.30 a.m. to 5.00 a.m. Every 15 minutes.  
5.00 a.m. to 5.30 a.m. Every 10 minutes.  
5.30 a.m. to 6.00 a.m. Every 15 minutes.  
6.00 a.m. to 6.30 a.m. Every 10 minutes.  
6.30 a.m. to 7.00 a.m. Every 15 minutes.  
7.00 a.m. to 7.30 a.m. Every 10 minutes.  
7.30 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 8.30 a.m. Every 10 minutes.  
8.30 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 10 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 10 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.45 p.m. Every 10 minutes.  
4.45 p.m. to 5.15 p.m. Every 15 minutes.  
5.15 p.m. to 5.45 p.m. Every 10 minutes.  
5.45 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 9.00 p.m. Every 10 minutes.  
9.00 p.m. to 9.30 p.m. Every 15 minutes.  
9.30 p.m. to 10.00 p.m. Every 10 minutes.  
10.00 p.m. to 10.30 p.m. Every 15 minutes.  
10.30 p.m. to 11.00 p.m. Every 10 minutes.  
11.00 p.m. to 11.30 p.m. Every 15 minutes.  
11.30 p.m. to 12.00 a.m. Every 10 minutes.  
12.00 a.m. to 1.00 a.m. Every 15 minutes.  
1.00 a.m. to 1.30 a.m. Every 10 minutes.  
1.30 a.m. to 2.00 a.m. Every 15 minutes.  
2.00 a.m. to 2.30 a.m. Every 10 minutes.  
2.30 a.m. to 3.00 a.m. Every 15 minutes.  
3.00 a.m. to 3.30 a.m. Every 10 minutes.  
3.30 a.m. to 4.00 a.m. Every 15 minutes.  
4.00 a.m. to 4.30 a.m. Every 10 minutes.  
4.30 a.m. to 5.00 a.m. Every 15 minutes.  
5.00 a.m. to 5.30 a.m. Every 10 minutes.  
5.30 a.m. to 6.00 a.m. Every 15 minutes.  
6.00 a.m. to 6.30 a.m. Every 10 minutes.  
6.30 a.m. to 7.00 a.m. Every 15 minutes.  
7.00 a.m. to 7.30 a.m. Every 10 minutes.  
7.30 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 8.30 a.m. Every 10 minutes.  
8.30 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 10 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 10 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.45 p.m. Every 10 minutes.  
4.45 p.m. to 5.15 p.m. Every 15 minutes.  
5.15 p.m. to 5.45 p.m. Every 10 minutes.  
5.45 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 9.00 p.m. Every 10 minutes.  
9.00 p.m. to 9.30 p.m. Every 15 minutes.  
9.30 p.m. to 10.00 p.m. Every 10 minutes.  
10.00 p.m. to 10.30 p.m. Every 15 minutes.  
10.30 p.m. to 11.00 p.m. Every 10 minutes.  
11.00 p.m. to 11.30 p.m. Every 15 minutes.  
11.30 p.m. to 12.00 a.m. Every 10 minutes.  
12.00 a.m. to 1.00 a.m. Every 15 minutes.  
1.00 a.m. to 1.30 a.m. Every 10 minutes.  
1.30 a.m. to 2.00 a.m. Every 15 minutes.  
2.00 a.m. to 2.30 a.m. Every 10 minutes.  
2.30 a.m. to 3.00 a.m. Every 15 minutes.  
3.00 a.m. to 3.30 a.m. Every 10 minutes.  
3.30 a.m. to 4.00 a.m. Every 15 minutes.  
4.00 a.m. to 4.30 a.m. Every 10 minutes.  
4.30 a.m. to 5.00 a.m. Every 15 minutes.  
5.00 a.m. to 5.30 a.m. Every 10 minutes.  
5.30 a.m. to 6.00 a.m. Every 15 minutes.  
6.00 a.m. to 6.30 a.m. Every 10 minutes.  
6.30 a.m. to 7.00 a.m. Every 15 minutes.  
7.00 a.m. to 7.30 a.m. Every 10 minutes.  
7.30 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 8.30 a.m. Every 10 minutes.  
8.30 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 10 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 10 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.45 p.m. Every 10 minutes.  
4.45 p.m. to 5.15 p.m. Every 15 minutes.  
5.15 p.m. to 5.45 p.m. Every 10 minutes.  
5.45 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 9.00 p.m. Every 10 minutes.  
9.00 p.m. to 9.30 p.m. Every 15 minutes.  
9.30 p.m. to 10.00 p.m. Every 10 minutes.  
10.00 p.m. to 10.30 p.m. Every 15 minutes.  
10.30 p.m. to 11.00 p.m. Every 10 minutes.  
11.00 p.m. to 11.30 p.m. Every 15 minutes.  
11.30 p.m. to 12.00 a.m. Every 10 minutes.  
12.00 a.m. to 1.00 a.m. Every 15 minutes.  
1.00 a.m. to 1.30 a.m. Every 10 minutes.  
1.30 a.m. to 2.00 a.m. Every 15 minutes.  
2.00 a.m. to 2.30 a.m. Every 10 minutes.  
2.30 a.m. to 3.00 a.m. Every 15 minutes.  
3.00 a.m. to 3.30 a.m. Every 10 minutes.  
3.30 a.m. to 4.00 a.m. Every 15 minutes.  
4.00 a.m. to 4.30 a.m. Every 10 minutes.  
4.30 a.m. to 5.00 a.m. Every 15 minutes.  
5.00 a.m. to 5.30 a.m. Every 10 minutes.  
5.30 a.m. to 6.00 a.m. Every 15 minutes.  
6.00 a.m. to 6.30 a.m. Every 10 minutes.  
6.30 a.m. to 7.00 a.m. Every 15 minutes.  
7.00 a.m. to 7.30 a.m. Every 10 minutes.  
7.30 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 8.30 a.m. Every 10 minutes.  
8.30 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 10 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 10 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.45 p.m. Every 10 minutes.  
4.45 p.m. to 5.15 p.m. Every 15 minutes.  
5.15 p.m. to 5.45 p.m. Every 10 minutes.  
5.45 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 9.00 p.m. Every 10 minutes.  
9.00 p.m. to 9.30 p.m. Every 15 minutes.  
9.30 p.m. to 10.00 p.m. Every 10 minutes.  
10.00 p.m. to 10.30 p.m. Every 15 minutes.  
10.30 p.m. to 11.00 p.m. Every 10 minutes.  
11.00 p.m. to 11.30 p.m. Every 15 minutes.  
11.30 p.m. to 12.00 a.m. Every 10 minutes.  
12.00 a.m. to 1.00 a.m. Every 15 minutes.  
1.00 a.m. to 1.30 a.m. Every 10 minutes.  
1.30 a.m. to 2.00 a.m. Every 15 minutes.  
2.00 a.m. to 2.30 a.m. Every 10 minutes.  
2.30 a.m. to 3.00 a.m. Every 15 minutes.  
3.00 a.m. to 3.30 a.m. Every 10 minutes.  
3.30 a.m. to 4.00 a.m. Every 15 minutes.  
4.00 a.m. to 4.30 a.m. Every 10 minutes.  
4.30 a.m. to 5.00 a.m. Every 15 minutes.  
5.00 a.m. to 5.30 a.m. Every 10 minutes.<br

## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SCOTCH  
WHISKY.  
GREAT REDUCTION  
IN  
PRICES.From this date the Prices of our Popular  
Brands of SCOTCH WHISKIES  
will be as under:

Per Case of 1 Doz.

A. THORNE'S BLEND	... \$11.00
B. GLENORCHY BLEND (a Fine Soda Whisky)	... \$11.40
C. ABERDOUR-GLENLIVET (a Fine Peaty-Flavoured Whisky)	\$12.50
D. H.K.D. BLEND of the Finest Old Malt Scotch Whiskies	... \$14.00

## E BLEND

THE POPULAR WHISKY

of the Far East. ... \$15.00

The above Prices are strictly NET. The  
discount of five per cent. previously allowed on  
our Whiskies ceases from this date.A. S. WATSON & CO.,  
LIMITED,WINE AND SPIRIT MERCHANTS.  
ALEXANDRA BUILDINGS.

Hongkong, 17th May, 1906. [30]

NOTICE TO CORRESPONDENTS.  
On receiving communications relating to the news columns  
should be addressed to this Editor.  
Correspondents must forward their names and addreses with communications addressed to the Editor,  
for publication, but as evidence of good faith,  
all letters for publication should be written on  
one side of a paper only.No anonymous or bad communications that have  
already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be  
sent before 11 a.m. on day of publication. After that  
hour the supply is limited. Only supplies by Cash  
Telegraphic Address: PARIS. Codes: A.H.O. & Co.  
London Office: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, MAY 23RD, 1906.

How injuriously a gigantic association may affect a nation when uncontrolled by countervailing laws, and assisted by the financial help of a powerful Government, such as that of the United States, may be seen from a glance at the recent report of the United States Steel Corporation. Most successful of all the "trusts" which have been started on the American continent the Steel Corporation has succeeded in getting into its hands, either directly or through the medium of subsidiary companies, the entire control of the iron production of the United States; and permits no private interference with its prerogative—and this control extends not only to the production of the raw material but to its manufacture into the finished product; so that the selling price of iron and steel in the United States is as inflexibly fixed by the Corporation as are the laws of Government and legislature. It is therefore by no means difficult to understand why a strong ruler like Theodore Roosevelt should already have begun to see in the uncontrolled association the elements of future danger to the state; and to have been actively urging the necessity of subordinating them to the laws of the land, which to a considerable extent they already set at naught, or materially influence to their own pecuniary advantage.

It is not, however, in their relations to the United States that the doings of the Steel Trust so much interest the British Empire, as in their effect on British trade in general, and as an indication of what the financial policy of a powerful state may do to modify the commerce of

the world. When the United States declared for protection pure and undiluted, and the celebrated "McKinley Tariff" became the law of the land, "trusts" of the present character were only in embryo, and their formation formed no portion of the programme of the protectionists. In the close and unwholesome atmosphere encouraged by the new tariff they, however, sprung naturally from the soil. The intention of the tariff was evidently to close the markets of the United States to the manufactured products of the rest of the world, and this, except in the case of luxuries, they undoubtedly did. But the same tariff which closed the United States markets to the manufactures of Europe, it was soon seen, would also close the markets of Europe to American manufactured goods owing to their necessarily enhanced cost of production. It was beyond the abilities of individual manufacturers to overcome the difficulty; and the situation naturally suggested the utility of combination. The home market was secure: so long as the Tariff lasted no foreign competition was to be feared; and it would be a comparatively easy thing to persuade the home manufacturers that in combination as opposed to competition lay the road to unlimited profits. The Tariff was persistently protective as regarded the home manufacturer, but it omitted the equally important element of protecting the home consumer, who found that he had now to carry the latter on his shoulder. It is true that combinations of the sort carry within themselves the seeds of dissolution, and most of them collapsed; but a few, piloted by more resolute men, or more favoured by external conditions, contrived to survive the difficulties of infancy, and of these the most remarkable was the Steel Trust. The iron industry of the United States was to a not inconsiderable extent favoured by nature; while the easily accessible deposits of Europe had long been exhausted, those in the States lay on the surface, and enormous deposits of coal lay even more conveniently at hand than in the older countries. The increase of population and the opening up of the country required an enormous production, but great as that was, the amount of ore actually in sight was more than sufficient to meet all demands for years, or even centuries to come. The problem arose to the ambitious manipulators of the Trust; could they not compete for the market of the world? The report for 1905, as summarised in *Engineering*, throws some light on the result:

The record for the year was unique. The output of the furnaces (pig iron, &c.) was upwards of ten million tons, as compared with a little over seven and a quarter the previous year, and the steel ingot production was close on twelve million tons, as compared with eight and a half the previous year. The "production", adds the summary, "in practically all departments exceeded very materially all previous records: the remark applies to the iron ore, the coal and the coke departments, as well as to the traffic handled by the transportation lines". The amount of profit earned on this gigantic output was \$120,000,000 (twenty-four millions sterling), or equal to the revenues of any but the eight principle nations of the world. Of necessity for its existence the Steel Trust has all along been a militant organisation, and its enormous revenue, formidable even amongst independent states, has enabled it to take the field against all private organisations however well equipped.

The management make no concealment with regard to this, and looking at it from their point of view their reasoning is well founded. "It is," says the summary, "the policy of manufacturers to keep the furnaces, mills, and transportation companies in operation to their full capacity whenever practicable. Obviously this is wise. It results in lower cost of production, and therefore influences lower prices generally to the domestic purchaser; and it secures continuous employment to the wage earner. For these reasons it is sometimes deemed proper and desirable to sell for export at prices lower than domestic prices; what would otherwise be surplus products. If a contrary policy should be adopted, the general cost of production would be increased, the employees would at times be idle, and balance of trade between foreign countries and this country would be changed to the prejudice of the latter." Now, of course, looking at the affair as a mere matter of business this is all right, and as such we have no cause to call the Trust hard names; but as concerns ourselves and our profits and industries we have an equal right to take care of ourselves. More than this; from an international and perfectly friendly point of view it becomes our duty to see

that the interests of our own nationals are not prejudiced by what cannot be considered as equal competition. When we come to look closer into the financial aspect of the question, it will become evident that this unfair competition, which enables goods of American make to be dumped in the United Kingdom at rates actually in cases below cost price, and always at lower rates than the same identical goods are supplied to the people of America themselves, is brought about by the direct support given to the Trust by the high duties charged on British goods on their entrance into the States. This is a question, it will be seen, quite independent of the relative merits of Free Trade and Protection. Of the benefits of free trade there can be no doubt; but free trade it is mode can be converted into the worst form of protection, so bad as to actually bar the manufacture of goods in England. If it should be in fair trade impossible that we should be able to compete with our neighbours in any commodity, then reason would indicate that its manufacture should pass into other hands; but such is not the present case. The gaiety comparatively of British goods in their own market in comparison with American goods of the same class is solely due to protective tariff making it possible to overcharge consumers in the United States; and this enables for quite different ends the manufacturer of surplus products, which can thus at reduced rates, frequently under the actual cost of production, be shipped to British ports. The occurrence as a rule of this method of forcing a market lies within themselves the seeds of dissolution, and most of them collapsed; but a few, piloted by more resolute men, or more favoured by external conditions, contrived to survive the difficulties of infancy, and of these the most remarkable was the Steel Trust. The iron industry of the United States was to a not inconsiderable extent favoured by nature; while the easily accessible deposits of Europe had long been exhausted, those in the States lay on the surface, and enormous deposits of coal lay even more conveniently at hand than in the older countries. The increase of population and the opening up of the country required an enormous production, but great as that was, the amount of ore actually in sight was more than sufficient to meet all demands for years, or even centuries to come. The problem arose to the ambitious manipulators of the Trust; could they not compete for the market of the world? The report for 1905, as summarised in *Engineering*, throws some light on the result:

The return of visitors to the City Hall Library and Museum for the week ending the 20th May, 1906, shows that of non-Chinese there were 311 to the Library and 123 to the Museum; and of Chinese 122 to the former and 7,125 to the latter. The Library was, therefore, used by 433 persons, and the Museum by 7,248.

The Rangoon Municipality is offering two bales for every rat or mouse caught in Rangoon. The notice says, "If rats are found dead or dying in any premises it is a sign that they have plague, and information should at once be sent to the Health Officer; the premises should be thoroughly disinfected and rats and mice exterminated, otherwise the inmate will probably contract plague."

In Saigon the persistent rise of the dollar is causing some dissatisfaction, and those in receipt of wages and of salaries—the French journal draws a distinction—complain that their remuneration is calculated on the franc basis, which does not benefit them when they have to purchase commodities with piastres. The high dollar, with its approaching stabilisation, only advantages the merchants, and acts to the prejudice of consumers. To obviate this it is suggested that those interested should amalgamate to secure that all goods should be sold on the franc basis.

The Chinaman coolie employed on the railways are as a rule listless and apparently lazy. One method of escaping muscular effort in handling a shovel in track grading that seems to be very popular is a chain attachment to the shovel handle near the blade. One coolie raises the shovel and drops it into the gravel or dirt while another at the end of the chain pulls forward the shovel blade, usually only partially filled with earth, to the desired place. This device for lazy workmen appears to be a recognised feature of the prevailing method of railroad maintenance. It constituted, in fact, a toy hand-cabodile; but the native acknowledgement of the Steel Trust shows that it has become a part of its regular business. Experience teaches us that when once an industry has been compelled to leave a country, it introduces little short of a miracle to reintroduce it. Yet this is the condition in which we find many of our once leading industries.

The Court of Cassation in Paris has commenced the examination of the Drayton affair. The Indo-Chinois announces that the Boy of Tunis is dead, and that Mohammed al Nasr succeeds him.

The report of a meeting between the Czar and the Kaiser at the end of the month, is, say *L'Avant du Tonkin*, not confirmed.

The total number of plague cases to noon yesterday was 544, the last daily addition being fourteen cases, seven of which were fatal.

We understand that upward of two hundred summonses in connection with the creek nuisance have been issued, and that the cases will be heard at the Magistracy some time this week.

Tokyo newspapers announce that Switzerland has decided to open a Legation in Tokyo, and that Dr. Paul Bittner, now Consul-General for Switzerland in Yokohama, is to be the first Minister.

*L'Avant du Tonkin* publishes a telegram to the effect that the Kaiser's soldiers operating in German territory in South Africa pursued Morengas into British territory. The British authorities have protested.

A Chinese schoolboy, about fourteen years of age, who was said to be a good swimmer, went in for a bathe off the Commissariat pier on Monday afternoon. When some distance out he called out "Save life," and two soldiers who were watching from the pier dived in to his assistance. Before they could reach him, however, he sank, and his body has not yet been recovered.

It is not necessary to lunch at Claridge's to hear Plato explained and expounded in a course of eight lectures by Dr. Emil Roche. That may—or may not—be a wholly delightful experience—but a stouter catechism has been thoughtfully provided by Mr. A. E. W. Mason in his maiden speech in the House of Commons. The author spoke of a young lady at a high school who described platonic love as "a rapprochement" in which she did not know what he meant, and he did not mean it."

A new Japanese fire insurance company has been formed in Tokyo on a co-operative basis. The terms are that 5 per cent. of the net profits having been set aside as the legal reserve, and 10 per cent. as regards to officers, a dividend of 6 per cent. will be paid to the shareholders, after which 20 per cent. of the remainder will be paid back to the policy-holders and 80 per cent. will be employed for a further dividend, for special reserves and for carrying over. The capital of the company is 500,000 yen and all the shares have been subscribed.

The Bishop of Princeton, in an article in the *Mission Field*, says he cannot honestly say what are the objections to Chinese labour, which so many people in England seem to hold. "There is not enough unskilled native labour in the country," he says, "to do all that is required on the land and in the mines and to take of slavery is absolutely wrong. It has, however, I suppose, served its purpose as a party cry. Nobody in this country wished for such labour. It was simply a matter of trying to get the country on its legs again after all the desolation of over three years' war."

The Saigon police have arrested a European for complicity with an Ammonite band of robbers. He furnished the pirates with arms and co-operated with them in their expeditions. When the police approached the men they were received with shots, and a number of the band succeeded in making their escape.

## TELEGRAHS.

[DAILY PRESS EXCLUSIVE SERVICE.]

## THE SIMPLON TUNNEL.

\*LONDON, May 21st.

The King of Italy has formally opened the Simplon Tunnel.

This formal opening seems to have been delayed by various causes, as trains were reported to be running in January. Full particulars were given in the *Daily Press* of March 3rd.

## TO VISIT CRONSTADT.

\*LONDON, May 21st.

The report that the Channel fleet are to visit Cronstadt in July is confirmed.

## DISASTER IN MICHIGAN.

\*LONDON, May 21st.

Forest fires have devastated a hundred miles of Michigan, destroying ten small towns.

## FLOODS IN NORTH BRITAIN.

\*LONDON, May 21st.

Large tracts in the north of England are flooded.

## THE AFRICAN REBELLION.

\*LONDON, May 21st.

The officers charged with the task of suppressing the native rising in Natal, Mackenzie, Mansel, and Barker, have concentrated their forces in the neighbourhood of Cetewayo's grave. Sharp fighting is reported; and it is hoped there to make an end.

## POLITICAL CRISIS IN PORTUGAL.

\*LONDON, May 21st.

Dr. Franco is the Premier of the new Portuguese Cabinet.

[Delivery delayed.]

## REUTER'S SERVICE.

## THE UNITED STATES RAILWAY RATE BILL.

\*LONDON, May 20th.

The Senate has passed the Railway Rate Bill, with some amendments, chiefly providing for the ratification of the decisions of the interstate Commerce Commission, by the law courts, against which President Roosevelt has long fought.

## THE HAGUE PEACE CONFERENCE.

\*LONDON, May 20th.

It is practically settled that the Peace Conference will not meet before May, 1907.

## THE NATIVE TROUBLE IN NATAL.

\*LONDON, May 20th.

A Zulu rebel messenger has informed a British officer that Sigamunda, and other important chiefs, are anxious to surrender, being much impressed by the military operations. Native women, who have surrendered, say that the plans of the natives have been upset by the energy shown by the British.

## P. &amp; O. NOTES.

This Company is sending two steamers direct to Marseilles and London during the 16th June, proceeds through without transhipment, and the *Arctia*, leaving a fortnight later, also proceeds through.

The ss. *Madura*, 9,500 tons, one of the largest vessels of this fleet is, we learn, coming out to these waters in July, returning to Bombay early in August. This will give the travelling public an opportunity of inspecting one of the finest specimens of marine architecture to be seen East of Suez.

The P. & O. Co. are now advertising their intermediate departure from London during the autumn, which include two new vessels, the *Nile* and *Narmer*.

*Nile* 7,000 tons leaves London 18th August  
*Narmer* 5,000 " do 1st September  
*Sanaat* 5,000 " do 15th October  
*Sardar* 7,000 " do 13th November  
*Borneo* 5,000 " do 27th November.

These steamers will convey both first and second class passengers.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 21st at noon.—Orders issued to fire the gun.

At 4.00 p.m. Black Drum hoisted. The typhoon appears to be near the coast about 100 miles E. of Hongkong and probably recurring to the N.E.

On the 22nd at 4.30 a.m.—Order issued to lower the Black Drum.

At 11.00 a.m. The barometer is rising slowly in Hongkong, and falling at the Formosa stations. The typhoon is probably near Sway and progressing slowly towards N.E.

Pressure has increased and is relatively high in N. China.

Bad weather may be expected in the Formosa Channel, and fresh W. and S.W. over the N. part of the China Sea.

Forecast:—Moderate W. winds; fair.

## THE TRAGEDY AT THE THEATRE.

Before Mr. F. A. Hazland and Messrs. A. F. de Xavier, J. Wilkie and F. Zetterman sitting as jurors, an inquiry was held at the Magistracy yesterday afternoon concerning the death of Constable A. Williams, whose body was found in Wardley Street on the night of the 12th instant under circumstances already recorded.

Dr. Bell, superintendent of the Government Civil Hospital, said that on the morning of May 13th he was called to see P. C. Williams, No. 46, who was then dead. He examined the body and found that underneath a scalp wound on the right side of the head there was an extensive fracture of the skull, which was the cause of death.

A fall backwards from the City Hall windows, which are 12 feet 7 inches high, would have caused the fracture.

Detective Sergeant F. L. Clyde stated that at ten minutes past eleven on the evening of May 4th, while on patrol, he entered the City Hall. A performance was going on

**THE HONGKONG DAILY PRESS. WEDNESDAY, MAY 23RD, 1906.**

4

**NOTICE.**

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued and countermanded.

**NEW ADVERTISEMENTS**

FIRE INSURANCE ASSOCIATION OF HONGKONG.

**NOTICE IS HEREBY GIVEN** that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (THURSDAY), the 24th instant, VICTORIA DAY. By Order,

A. R. LOWE,  
Secretary.

Hongkong, 23rd May, 1906. [1122]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

**NOTICE.**

M. R. ENOS SETH has This Day been appointed ACTING SECRETARY of the above Company.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd May 1906. [1123]

**SITUATION WANTED.**

BY A GENTLEMAN having a thorough knowledge of Bookkeeping, Insurance, Import and Export.

Apply by letter to— "A. C." Care of "Daily Press" Office, Hongkong, 23rd May 1906. [1124]

**TO LET.**

SEMI-DETACHED VILLAS, with Five Big Rooms, in Garden Road, Kowloon near the Ferry Wharf. Electric Fixtures fitted. Rent exceptionally low.

Apply to—

H. RUTTONJEE,  
No. 5, D'Aguilar Street, Hongkong, or No. 37, Elgin Road, Kowloon.

Hongkong, 23rd May 1906. [1125]

**PUBLIC AUCTION.**

THE Undersigned has received instructions to sell for Account of the Concerned at his Residence, No. 6, Granville Road, Kowloon, On SATURDAY,

the 26th May, 1906, at 2.30 p.m.,

COMPRISES—IRON BEDSTEAD, WARDROBES WITH BEVELLED GLASS, DRESSING TABLES, WASHING STANDS, SIDEBOARD, HATSTAND, SOFA, CHAIRS, DINING TABLES, COOKING STOVES, TOILET SET, CURTAINS, BAMBOO BLINDS, GLASS-WARE, CROCKERY, &c. &c.

Catalogues will be issued.

On View from Friday, 25th May. Terms—As usual.

F. KIENE,  
Auctioneer.  
Hongkong, 23rd May, 1906. [1124]

**BY ORDER OF THE MORTGAGEE.**

**PUBLIC AUCTION.** Instructions to sell by Public Auction

On MONDAY, the 11th day of June, 1906, at 3 p.m., at his SALES ROOM, Duddell Street,

**THE FOLLOWING.**

VALUABLE LEASEHOLD PROPERTY Situated at Victoria, in the Colony of Hongkong, viz.—

All those Pieces or Parts of Ground situated at Victoria, aforesaid, registered in the Land Office res. as the REMAINING PORTION OF SECTION A OF INLAND LOT NO. 505, and the REMAINING PORTION OF INLAND LOT NO. 505, together with the messuages thereon, known as Nos. 54, 55, 58, 6, and 62, Stone Wall Lane, and Nos. 4, 6, 8, 10, and 12, Wan Chai Road, Area 3,720 Square feet or thereabouts.—Term 999 years.

For further particulars and conditions of sale apply to—

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagee, or to Mr. GEO. P. LAMMERT, Auctioneer. Hongkong, 23rd May, 1906. [1127]

**POSTPONEMENT.**

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship "HAICHING."

Captain A. E. Hodges, will be despatched for the above Port TO-DAY, the 23rd inst., at 11 a.m., instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 23rd May 1906. [1128]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

**"HAIMUN."**

Captain A. J. Robson, will be despatched for the above Port TO-MORROW, the 24th inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 23rd May 1906. [1129]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

**NOTICE.**

THE CERTIFICATE No. 3758 for 10 Shares in the above Company numbered 14581 to 14580 inc. standing in the Register of Shareholders in the name of AH HUNG (deceased) having been LOST, Notice is hereby Given that a Duplicate Certificate for the said Ten Shares will be issued at the expiration of One Calendar Month from the date of this Notice, and that the Original Certificate will, unless produced within that period, be thereafter held by this Company as Null and Void.

JAMES WHITTALL,  
Secretary.

Hongkong, 17th May, 1906. [1082]

**RATES OF EXCHANGE**

**AUCTIONS**

**PUBLIC AUCTION.**

THE Undersigned has received instructions to sell for Account of the Concerned at his SALE ROOM, No. 2, Zetland Street, TO DAY (WEDNESDAY), the 23rd May, 1906, at 2.30 p.m., A QUANTITY OF FURNITURE, BEDSTEADS, &c., &c., OVER-MANTELS, LEATHER & SILK SUITS (Sewing-Rooms), CHAIRS, DESKS, GLASSWARE, COOKING STOVES, ICE BOXES, CAL-PETS, BLACKWOOD TABLES, STANDS and MISCELLANEOUS GOODS.

Also One VICTOR TALKING MACHINE TERMS—As usual.

F. KIENE,  
Auctioneer.  
Hongkong, 21st May, 1906. [1113]

**PUBLIC AUCTION.**

THE Undersigned has received instructions to sell for Account of the Concerned at his SALE ROOM, No. 2, Zetland Street, ON FRIDAY and MONDAY, the 25th and 26th May, 1906, at 2.30 p.m., RARE OLD PEKIN CURIOS On View from Thursday, 24th May.

Catalogues will be issued.  
TERMS—As usual.

F. KIENE,  
Auctioneer.  
Hongkong, 22nd May, 1906. [1120]

**PUBLIC AUCTION.**

THE Undersigned has received instructions to sell for Account of the Concerned at his SALE ROOM, No. 2, Zetland Street, ON FRIDAY and MONDAY, the 25th and 26th May, 1906, at 2.30 p.m., RARE OLD PEKIN CURIOS On View from Thursday, 24th May.

Catalogues will be issued.

F. KIENE,  
Auctioneer.  
Hongkong, 22nd May, 1906. [1120]

**PUBLIC AUCTION.**

THE Undersigned has received instructions to sell by Public Auction, ON MONDAY,

the 28th May, 1906, at 11 a.m., at ANARY ORD-NANCE STORES, Queen's Road East, THE FOLLOWING GOVERNMENT STORES At the Arsenal Yard—

AXLE-TREES, BOLTS and NUTS, IRON SAFFS or PORTABLE MAGAZINES, WHEELS, COPPER SCALES, VICKS, LATHES, STRAPS, OLD BRASS, GUNS, METAL, COPPER, WHITE METAL, ZINC, STEEL, CAST, WROUGHT and GALVANIZED IRON, LEATHER, BLANKETS, TENS, DUCK, TARRED and PLAIN CANVAS, ROPE, DOO-OO, BUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRAMS and CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c. A large quantity of OLD BRASS.

Catalogues may be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE—Case on delivery. All faults and/or defects of description at Purchaser's risk, on the fall of the hammer.

All lots to be offered within 48 hours.

HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 21st May, 1906. [1114]

**PUBLIC AUCTION.**

By Order of the Executors of the Mortgagor.

M. R. GEORGE P. LAMMERT has received instructions to sell by Public Auction.

On WEDNESDAY,

the 30th day of May, 1906, at 8 A.M., at his SALE ROOM, Duddell Street, the following VALUABLE LEASEHOLD PROPERTY.

Situated at Victoria in the Colony of Hongkong, namely, all that piece or part of ground situated at Victoria aforesaid, registered in the Land Office as inland Lot No. 796, Area 40,000 square feet or thereabouts. Terms 999 years. Annual Crown Rent \$324— together with all the messuages thereto known as Nos. 20, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224 and 226, Third Street, Victoria aforesaid.

For further particulars and conditions of sale apply to—

S. W. TSO,  
Solicitor for the Vendors, or to  
Mr. GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, 21st May, 1906. [1115]

**PUBLIC AUCTION.**

THE Undersigned has received instructions to sell by Public Auction.

FOR ACCOUNT OF THE CONCERNED,

ON THURSDAY,

the 14th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon,

COMPLETE'S CEMENT FACTORY, originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Citizen Antoni Chlambampi of Taijukow, of Sagaweso.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of—

LOOMS & CO. (Wolff, Magdeburg), MILLING MACHINES (Smidt, Copenhagen), COOLING INSTALLATIONS (At Faber), ELECTRICAL (Allg. Elec. Comp.), TRUCKS, &c. (Orenstein & Koppel), &c., &c., &c.

All in all the whole plant is very nearly the same as the Factory Kluksdorph, near Malmo, in Sweden.

Specifications of the Machines and Accessories as well as any further information may be obtained from—

SIEMENS & CO.,  
Hamburg and Hongkong,  
and LAWYER BUBNOFF,  
in St. Petersburgh,  
Wardill O' Crows,  
4 Linie, Haus No. 5,  
as well as from the Auctioneers, Messrs.  
HUGHES & HOUGH,  
Hongkong, 1st May, 1906. [197]

**RATES OF EXCHANGE**

AT HONGKONG.

DEMAND DRAFTS ON BOMBAY,

On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mint to the Free Coinage of Sitter.

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF BAR SILVER, from 1899, and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

Hongkong, 16th April, 1906.

**INTIMATIONS**

**BANK HOLIDAY.**

IN accordance with Government Notification No. 423 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW (THURSDAY), the 24th instant, VICTORIA DAY. Hongkong, 23rd May, 1906. [1118]

**NOTICE.**

TAKE NOTICE that from and after This Date, all Receipts for Payment for Goods obtained from the Undersigned Firm must be signed by Mr. H. T. CHUNYUT, Manager, only on behalf of this Firm until further notice.

Dated this 11th day of May, 1906.

WING SUN & COMPANY,

Tailors and Outfitters,

No. 54, Queen's Road Central.

101—

101—

101—

101—

101—

101—

101—

101—

101—

101—

101—

101—

101—

101—

101—

101—

S. MOUTRIE  
& CO., LTD.  
HONGKONG

SHANGHAI TIENTSIN

HAVE JUST RECEIVED SHIPMENT

OF THE

ORCHESTRELLE CO'S.

ERIOLA PIANO

PLAYER.

ESPECIALLY CONSTRUCTED & GUARANTEED

FOR THIS CLIMATE

The most perfect Piano Player as yet invented.

It has a delicacy of touch only equalled by the World's most famous Pianists and its expression leaves nothing to be desired.

PRICE \$125.

SOLE AGENTS:  
S. MOUTRIE & CO., LTD.  
York Building, Chater Road.  
Hongkong, 17th May, 1906.

### BANKS

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 186

HEAD OFFICE—LONDON

CAPITAL PAID-UP.....\$30,000,000  
RESERVE LIABILITY OF SHARE-HOLDERS.....\$20,000,000  
RESERVE FUND.....\$297,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily Balance, on Fixed Deposits for 12 months 4% per cent.

" " 6 " 3 "

" " 3 " 2 "

" " T. P. COCHRANE,  
Manager.

Hongkong, 16th May, 1906.

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
STEELING RESERVE.....\$10,000,000  
SILVER RESERVE ... 9,500,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.  
A. HAUPt, Esq.—Chairman.  
Hon. Mr. C. W. DICKSON—Deputy Chairman.  
E. Gooch, Esq. N. A. Siebs, Esq.  
C. E. Lepmann, Esq. Hon. Mr. R. Shawan  
G. H. Medhurst, Esq. H. A. W. Slade, Esq.  
D. M. Nissim, Esq. H. E. Tomkins, Esq.  
A. J. Raymond, Esq.

CHIEF MANAGER  
Hongkong—J. R. M. SMITH

MAGAZINE—  
Shanghai—J. R. M. SMITH

LONDON BANKERS—LONDON AND COUNT  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of Two per  
Cent. per Annun on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3% per cent. per Annun.  
For 6 months, 3½ per cent. per Annun.  
For 12 months, 4 per cent. per Annun.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 4th April, 1906.

INTERNATIONAL BANK  
CORPORATION.

Fiscal Agents of the United States in China  
the Philippines Islands and the  
Republic of Panama.

CAPITAL AND SURPLUS

AUTHORISED .....\$10,000,000

CAPITAL PAID-UP.....\$10,000,000

RESERVE FUND.....\$250,000

HEAD OFFICE—New York.

LONDON OFFICE—Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND,  
LIMITED.

UNION OF LONDON AND SMITH'S BANK,  
LIMITED.

BRITISH LINEN COMPANY BANK.

The Corporation issues every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

" " 3 " "

" " H. PINCKNEY,  
Manager.

Queen's Road, Central,  
Hongkong, 29th September, 1905.

THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000

SUBSCRIBED .....\$1,250,000

PAID-UP.....\$63,500

RESERVE FUND.....\$33,906

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the daily balance.

ON FIXED DEPOSITS—

For 12 months.....4%

" 6 " .....

" 3 " .....

" E. ORMISTON,  
Manager.

Hongkong, 28th March, 1906.

### BANKS

THE YOKOHAMA SPECIE BANK  
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000  
CAPITAL PAID-UP....." 21,000,000

CAPITAL UNCALLED ....." 3,000,000

RESERVE FUND ....." 10,000,000

SPECIAL RESERVE FUND ....." 1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

Tokyo	Kobe	Nagasaki
Osaka	Lyons	New York
London	Honolulu	Bombay
San Francisco	Tientsin	Nanchang
Shanghai	Peiping	Madras
Dalny	Chufu	Tie-ting
Port Arthur		

LONDON BANKERS,  
THE LONDON JOINT STOCK BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent  
per annum on the daily balance.

On Fixed Deposits for 12 months 5% per cent.

" " 6 " 4%

" " 3 " 3%

" TAKEO TAKAMICHI,  
Manager.

Hongkong, 27th March, 1906.

### DEATH OF PROFESSOR CURIE.

Our London correspondent telegraphed us the news of the death of Professor Curie, who was run over by a dray at Paris. The Times comments: By the untimely death of Professor Curie, French science has suffered a grave loss.

His work on piezo-electricity, on the construc-

tion of electrometers, on delicate balances, and on the magnetic properties of iron and oxygen at different temperatures revealed his powers to men of science a good many years ago; but he only came into popular prominence about 1896 when, jointly with the lady, Mme. Skłodowska, of Warsaw, whom he had married two or three years before, he announced the discovery of radium.

After Becquerel, in 1896, had found that uranium and its compounds spontaneously emit radiations presenting some analogies with the Röntgen rays, it was noticed that certain uranium minerals, such as pitchblende, possess a radioactivity in a higher degree than metallic uranium. This circumstance suggested to Professor and Mme. Curie the idea that such minerals might contain minute quantities of some substance more strongly radioactive than anything so far known, and they set to work to search for this hypothetical substance by the methods of chemical analysis developed by the products they manipulated. This supposition was proved to be correct, and they found that pitchblende did contain such a radioactive substance as they suspected, but in such extremely small quantities that a ton of the mineral yielded only a few kilogrammes of radioactive barium bromide from which repeated fractionations radium bromide could be extracted to the extent of about one decigramme. After this achievement they busied themselves in investigating the extraordinary properties of the new substance, and in 1903 Professor Curie described their results in London before a crowded audience at the Royal Institution. In the experiments shown on that occasion he used the large amount of seven decigrams of the salt. This sample enabled him, with the co-operation of Sir James Dewar in the laboratories of the Royal Institution, to prove the extraordinary fact that the power of radium to emit heat continuously, without any apparent diminution of bulk, was maintained unimpaired, if not increased, at the temperature of liquid hydrogen, and it was with this aid also that the transition of radium into helium was satisfactorily demonstrated. But shortly afterwards an unhappy accident happened to this mass of radium bromide so laboriously collected; Professor Curie had used it for a demonstration in Paris, but on coming to remove it after his lecture, he found the tube which contained it broken to atoms and the salt scattered over the room. The fragments, however, were carefully swept up, and though much of the sample was lost, served for many subsequent experiments.

Professor Curie was born in Paris on May 15, 1859, and was educated at the Sorbonne. In 1885 he became professor of physics at the School of Physics and Chemistry of the City of Paris, and in 1901 he was made "charge de cours" for physics at the Sorbonne. In 1903 he and his wife were jointly awarded the Davy medal of the Royal Society, and in the same year the Nobel prize for physics was divided between them and M. Henri Becquerel. In 1904 the French Chamber of Deputies unanimously voted a credit of £18,700, to found a chair of physics for him at the Paris Faculty of Sciences; and in the following year he won an easy victory in the contest for membership of the Academy of Sciences.

HONGKONG OFFICE:  
3, DES VIEUX ROAD.

Interest allowed on Current Account,  
Deposits received on terms which may be learned  
on application.

S. SHIGENAGA, Manager.

Hongkong, 1st November 1904.

NEDERLANDSCHE HANDELS-  
MAATSCHAPPIJ

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND ... FL. 5,000,000 (4217,000).

HEAD OFFICE IN AMSTERDAM.

HEAD-AGENCY: BATAVIA.

Branches—Singapore, Penang, Shanghai,

Rangoon, Sanarcour, Sourabaya, Cheribon,

Tegal, Pecalong, Pasuruan, Tjilatjap,

Padding, Medan (Delhi), Palembang, Kota

Padja (Achen), Teluk-Semawa, (Achen)

Bandjernas.

Correspondents at Macassar, Bombay,

Colombo, Madras, Pondicherry, Calcutta,

Rangoon, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney, New

York, San Francisco, &c. &c.

LONDON BANKERS:—

THE UNION OF LONDON AND SMITH'S BANK,  
LIMITED.

THE ATTACKS ON LORD  
KITCHENER.

Colonel D. F. Lewis formerly Major General in the Egyptian Army, writes in The Times correcting the statements of that journal's Special Correspondent in India attacking K.

Colonel Lewis says there was no incipient mutiny either a short or long time before Lord Kitchener's departure to South Africa. "I was commanding a district in the Soudan at the time. I served in the Egyptian Army during the whole time that Lord Kitchener was Sirdar. At one time or another nearly every unit of that Army served under my orders, and I know the native officers and men, Egyptians and blacks, well and can state most emphatically that during the whole of his period of commanding there was no insubordination and very little discontent. They were a cheery, loyal body of officers and men, very proud of their Sirdar. But some weeks after Lord Kitchener left the Soudan and Egypt to go to South Africa serious insubordination did occur in two out of the seven black battalions, none in the other five, none in any Egyptian Corps. The Khalifa having been killed and a state of peace having been inaugurated it was thought advisable to withdraw all ammunition from the troops. Now at any time this would have been an unpopular order. The men of the Egyptian Army, especially the blacks, had always been proud of being fully armed and equipped. In earlier campaigns extra ammunition would be collected and stored, and when called again to active service it often happened that the black soldier would turn out with a red leather Soudanese bandoleer (full) round his waist besides his regulation brown one over his shoulder. In other times the order would have been promptly carried out, although unpopular, but repeated reverses to our arms in South Africa had worn their effects in Egypt as elsewhere. A party in Cairo never failed to seize the opportunity to boast of their own prowess by assisting him; and which emperor or captain of a ship could upon passengers to go it in navigation, though they are no part of his crew.

Colonel Lewis says there was no incipient mutiny either a short or long time before Lord Kitchener's departure to South Africa. "I was commanding a district in the Soudan at the time. I served in the Egyptian Army during the whole time that Lord Kitchener was Sirdar. At one time or another nearly every unit of that Army served under my orders, and I know the native officers and men, Egyptians and blacks, well and can state most emphatically that during the whole of his period of commanding there was no insubordination and very little discontent. They were a cheery, loyal body of officers and men, very proud of their Sirdar. But some weeks after Lord Kitchener left the Soudan and Egypt to go to South Africa serious insubordination did occur in two out of the seven black battalions, none in the other five, none in any Egyptian Corps. The Khalifa having been killed and a state of peace having been inaugurated it was thought advisable to withdraw all ammunition from the troops. Now at any time this would have been an unpopular order. The men of the Egyptian Army, especially the blacks, had always been proud of being fully armed and equipped. In earlier campaigns extra ammunition would be collected and stored, and when called again to active service it often happened that the black soldier would turn out with a red leather Soudanese bandoleer (full) round his waist besides his regulation brown one over his shoulder. In other times the order would have been promptly carried out, although unpopular, but repeated reverses to our arms in South Africa had worn their effects in Egypt as elsewhere. A party in Cairo never failed to seize the opportunity to boast of their own prowess by assisting him; and which emperor or captain of a ship could upon passengers to go it in navigation, though they are no part of his crew.

Colonel Lewis says there was no incipient mutiny either a short or long time before Lord Kitchener's departure to South Africa. "I was commanding a district in the Soudan at the time. I served in the Egyptian Army during the whole time that Lord Kitchener was Sirdar. At one time or another nearly every unit of that Army served under my orders, and I know the native officers and men, Egyptians and blacks, well and can state most emphatically that during the whole of his period of commanding there was no insubordination and very little discontent. They were a cheery, loyal body of officers and men, very proud of their Sirdar. But some weeks after Lord Kitchener left the Soudan and Egypt to go to South Africa serious insubordination did occur in two out of the seven black battalions, none in the other five, none in any Egyptian Corps. The Khalifa having been killed and a state of peace having been inaugurated it was thought advisable to withdraw all ammunition from the troops. Now at any time this would have been an unpopular order. The men of the Egyptian Army, especially the blacks, had always been proud of being fully armed and equipped. In earlier campaigns extra ammunition would be collected and stored, and when called again to active service it often happened that the black soldier would turn out with a red leather Soudanese bandoleer (full) round his waist besides his regulation brown one over his shoulder. In other times the order would have been promptly carried out, although unpopular, but repeated reverses to our arms in South Africa had worn their effects in Egypt as elsewhere. A party in Cairo never failed to seize the opportunity to boast of their own prowess by assisting him; and which emperor or captain of a ship could upon passengers to go it in navigation, though they

## SHIPPING.

## ARRIVALS.

CARL DEDENHORST, German str., 982, H. Schlakker, 22nd May—Haiiphong 18th May and Hanoi 21st, General—Jebson & Co.

HALVARD, Norwegian str., 1,070; Carl Anderson, 21st May—Wuhu 15th May, Rice—Chinese.

LOOMENUS, British str., 1,114, Nish, 22nd May—Liverpool and Singapore 17th May, General—Butterfield & Swire.

GERMANIA, German str., 3,540, Lorient 21st May—Haiiphong 17th May, Rice—Jebson & Co.

PETRAUCH, German str., 1,252, R. Hatje, 21st May—Sagien 17th May, Rice & General—Sandor, Wieler & Co.

ROMANTHEUS, Norwegian str., 1,023, O. Karsholm, 22nd May—Mop 15th May, Coal—Asgard, Thoresen & Co.

PROTECTOR, Danish str., 572, Silverberg, 22nd May—Singapore 15th May—Order.

RUM, British str., 1,611, R. Almond, 22nd May—Manila 14th May, General—Shewan, Tones & Co.

YANGMOR, Korean str., 2,456, N. Nagatan, 22nd May—Kuchinotu 17th May, Coal—Mitsui Bussan Krishna.

ZWEEMA, British str., 946, J. Ewart, 22nd May—Samara 13th May, Sugar—Chinese.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

May 22nd.

Hawking, British str., for Swallow.

Hakata, Japanese str., for Singapore.

Haldor, Norwegian str., for Canton.

Hilka, German str., for Haiphong.

Shensi, British str., for Shanghai.

## DEPARTURES.

May 22nd.

AMBER, British str., for Calcutta.

CATHARINE ALEX, British str., for Calcutta.

FLINTSHIRE, British str., for Saigon.

JAVA, Austrian str., for Moji.

KWANGTUNG, Chinese str., for Shanghai.

KWONGSAM, British str., for Canton.

SOLVA, Norwegian str., for Bangkok.

THAN, British str., for Manila.

## SHIPPING REPORTS.

The British str. *Idemone* reports: May 18th passed Norwegian str. *Aker*, of Oslo Sept., bound South.

The British str. *Zicenna* reports: Moderate wind and fine weather, heavy N.E. swell and strong N.W. wind from 300 miles South of Gap Rock to port.

The Norwegian str. *Halvard* reports: Increasing N.E. wind with falling barometer and heavy increasing S.E. swell was experienced the last 18 hours of the voyage. Lowest barometer 29.50.

The British str. *Banca* reports: From 15th to 19th light winds and fine weather experienced, smooth sea. Barometer normal. From 19th to arrival strong breeze to half gales, heavy and very heavy N.E. swell, overcast, squally. Barometer down to 29.54. Every appearance of proximity of typhoon.

## VESSELS IN DOCK.

May 22nd.

ABERDEEN DOCKS.—KOWLOON DOCKS—*Lounges*, Alta, *Hue*, *Fookong*, *Sunbeam*.

COMMONWEALTH DOCK.—*Lycemeon*.

## VESSELS ON THE BERTH

## NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Chartered Steamship

## CHILDAR.

Captain H. Nilson, will be despatched above Port to DAY, the 2nd inst., at 10 A.M. For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Prince's Building, Hongkong, 23rd May, 1906.

FOR NAGASAKI, VLADIVOSTOCK & NIKOLAJEWSK.

THE Steamship

## STANDARD.

Captain Buff, will be despatched for the above Ports to DAY, the 2nd inst., at Noon.

The steamer has superior accommodation for Passengers.

HAMBURG-AMERIKA LINIE,

Hongkong Office, Hongkong, 22nd May, 1906.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

## OCEANIEN.

Captain Conroy, will be despatched for the above Ports on or about MONDAY, 28th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent, Hongkong, 22nd May, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL,

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG, 1906.

SATSUMA..... 31st May.

SHIKH..... 7th June.

WRAY CASTLE..... To follow.

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents, Hongkong, 23rd April, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

## EASTERN.

Captain Powell, will be despatched for the above Ports on SATURDAY, the 2nd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in saloon areas.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents, Hongkong, 30th April, 1906.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K" nearest Hongkong "L" midway between Hongkong and Kowloon "R" and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

TO BE DESPATCHED

ABOUT 23RD INST.

ON 2ND JUNE, AT NOON.

ABOUT 4TH JUNE.

ON 17TH JULY.

ON 31ST JULY.

ON 5TH JUNE.

ON 19TH JUNE.

ON 3RD JULY.

ON 29TH INST., AT 1 P.M.

ON 1ST JUNE.

TODAY, AT NOON.

ON 28TH INST.

ON 8TH JUNE.

ON 24TH JUNE.

ON 29TH JUNE.

ON 12TH JULY.

ON 29TH INST., AT 1 P.M.

ON 2ND JUNE, P.M.

ON 20TH JUNE.

ON 20TH INST.

ABOUT 31ST INST.

BEGINNING OF JULY.

TODAY.

ON 30TH INST.

ON 26TH INST.

ON 10TH JUNE.

ON 12TH JUNE.

ON 11TH JUNE, AT NOON.

ON 29TH INST., AT NOON.

ON 2ND JUNE, AT NOON.

ABOUT 27TH INST.

QUICK DESPATCH.

TODAY, AT NOON.

ON 4TH JUNE.

ON 26TH INST.

ON 10TH JUNE.

ON 12TH JUNE.

ON 11TH JUNE, AT NOON.

ON 29TH INST., AT NOON.

ON 30TH INST.

ABOUT 27TH INST.

ON 25TH INST.

ON 28TH INST.

ON 27TH INST., AT 10 A.M.

ON 3RD JUNE, AT 10 A.M.

ON 30TH INST., AT 10 A.M.

TO DAY, AT 10 A.M.

TO DAY, AT 11 A.M.

TO MORNING, AT 10 A.M.

ON 25TH INST., AT 4 P.M.

ON 26TH INST., AT NOON.

ON 29TH INST., AT NOON.

ON 21ST INST.

ON 2ND JUNE, AT NOON.

ON 25TH INST.

ON 26TH INST.

ON 27TH INST.

ON 28TH INST.

ON 29TH INST.

ON 30TH INST.

ON 31ST INST.

ON 1ST JUNE.

ON 2ND JUNE.

ON 3RD JUNE.

ON 4TH JUNE.

ON 5TH JUNE.

ON 6TH JUNE.

ON 7TH JUNE.

ON 8TH JUNE.

ON 9TH JUNE.

ON 10TH JUNE.

ON 11TH JUNE.

ON 12TH JUNE.

ON 13TH JUNE.

ON 14TH JUNE.

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND BUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 23rd May.
GLASGOW and LIVERPOOL	"AJAX"	On 31st May.
GLASGOW and LIVERPOOL	"MEMNON"	On 7th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 7th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th June.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th June.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 21st June.
GLASGOW and LIVERPOOL	"ANTENOR"	On 28th June.
	HOMEWARDS.	
	STEAMERS	
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 18th June.
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS VIA HAMA	"STENTOR"	On 10th June.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KELMUN"	On 16th June.
		For Freight, apply to—
	BUTTERFIELD & SWIRE, AGENTS.	[940]

Hongkong, 12th May, 1906.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
TSINGTAO, WEIHAIWEI, CHEFOO, and TIENTSIN	"KWEICHOW"	On 24th May.
SHANGHAI	"SHAOSING"	On 25th May.
CEBU and ILOIO	"KAIFONG"	On 25th May.
NINGPO and SHANGHAI	"KUOKIANG"	On 26th May.
NINGPO and SHANGHAI	"YUCHOW"	On 28th May.
MANILA	"TAMING"	On 29th May.
MANILA, ZAMBOANGA, PORT DAKIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, & "TSINAN"		On 30th May.
TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE		

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
REDUCED SAUOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 20th May, 1906.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 26th May.
LYRA	4,417	G. V. Williams	On 3rd July.
SHAWMUT	9,606	E. V. Roberts	On 27th July.
TREMONT	9,606	T. W. Garlick	On 22nd August.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures safety at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—

DODWELL &amp; CO., LIMITED,

GENERAL AGENTS.

[5]

QUEEN'S BUILDINGS,  
Hongkong, 25th April, 1906

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR TAMSIU VIA SWATOW AND AMOY

DAIJIN MARU

DAIJIN MARU

MAIDZURU MARU

SHOSHU MARU

THE CHARTERED S.S. TAISHAN

AMOY AND FOOCHOW

SHANGHAI VIA SWATOW AND AMOY

J. T. LAING

These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building. Hongkong, 20th May, 1906.

T. ARIMA, Manager.

[14]

## IMPERIAL GERMAN MAIL LINES.

## NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

1906

PRINZ HEINRICH

ROON

PREUSSEN

ZIETEN

GNEISENAU

BAYERN

PRINZ REGENT LUFTPOLD

PRINZ EITEL FRIEDRICH

SAC. SEN

WEDNESDAY

23rd May

WEDNESDAY

6th June

WEDNESDAY

20th June

WEDNESDAY

4th July

WEDNESDAY

13th July

WEDNESDAY

1st August

WEDNESDAY

13th August

WEDNESDAY

29th August

WEDNESDAY

12th September

WEDNESDAY

1st October

WEDNESDAY

15th October

WEDNESDAY

29th October

WEDNESDAY

12th November

WEDNESDAY

26th November

WEDNESDAY

9th December

WEDNESDAY

23rd December

WEDNESDAY

6th January

WEDNESDAY

13th January

WEDNESDAY

27th January

WEDNESDAY

10th February

WEDNESDAY

24th February

WEDNESDAY

7th March

WEDNESDAY

21st March

WEDNESDAY

4th April

WEDNESDAY

18th April

WEDNESDAY

1st May

WEDNESDAY

15th May

WEDNESDAY

29th May

WEDNESDAY

12th June

WEDNESDAY

26th June

WEDNESDAY

9th July

WEDNESDAY

23rd July

WEDNESDAY

6th August

WEDNESDAY

20th August

WEDNESDAY

3rd September

WEDNESDAY

17th September

WEDNESDAY

31st September

WEDNESDAY

14th October

WEDNESDAY

28th October

WEDNESDAY

11th November

WEDNESDAY

25th November

WEDNESDAY

8th December

WEDNESDAY

22nd December

WEDNESDAY

## POST OFFICE NOTICES.

The *Preston*, with the German mail of the 24th April, left Singapore on Saturday, the 19th inst., at 5 p.m., and may be expected here to-morrow.  
The *Oceanie*, with the French mail of the 27th April, left Singapore on Monday, the 1st inst., at 2 p.m., and may be expected here on or about Monday, the 28th inst. This packet brings replies to letters despatched from Hongkong on the 26th March.

On Tuesday, the 29th instant, and Monday, the 4th proxime, being Public Holidays, the Post Office will be opened from 8 till 9 a.m. only.

There will be no delivery and a collection of letters as on Sunday.

All outgoing Mails will be closed at 9 a.m.

The Money Order Office will be entirely closed on both days.

In the event of the arrival of the German Mail from Europe, to-morrow, the Office will remain open for one hour only for the delivery of the mail.

## MAILS WILL CLOSE.

FOR  
Singapore  
Swatow, Amoy and Foochow  
Nagasaki, Vladivostok and Nikolaevsk  
Iolo  
KEELUNG, SHANGHAI, MOJI, KORE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)

PER  
Romney  
Hocheung  
Standard  
Selberg  
Teeler

DATE  
Wednesday, 23rd, 10.00 A.M.  
Wednesday, 24th, 10.00 A.M.  
Wednesday, 25th, 10.00 A.M.  
Wednesday, 26th, 10.00 A.M.  
Wednesday, 27th, 10.00 A.M.

Europe, &c., India via TUTICORIN  
(late Letters 11.00 to 11.30 A.M. Extra  
Postage 10 cents).  
Letters posted in all the Pillar Boxes  
in time for the first clearance will be  
included in this contract mail.)

Prinz Heinrich

Printed Matter and Samples  
Registration, 10.00 A.M.  
Illustration, with late  
fee of 10 cents, up to  
10.45 A.M.)

Petcharat  
Huayang  
Chingking  
Wangang  
Arabia  
Idomenus  
Calif Dividends  
Kweichow  
Tjilawong  
Hengshan  
Huan  
Rajah

Letters  
11.00 A.M.  
Wednesday, 23rd, 1.00 P.M.  
Wednesday, 24th, 1.15 P.M.  
Wednesday, 25th, 3.00 P.M.  
Wednesday, 26th, 3.00 P.M.  
Wednesday, 27th, 4.00 P.M.  
Wednesday, 28th, 4.00 P.M.  
Thursday, 29th, 5.00 P.M.

Printed Matter and Samples  
Registration, 10.00 A.M.  
(Registration, with late  
fee of 10 cents, up to  
10.45 A.M.)

Macao  
Swatow and Hangkow  
Swatow, Chusan and Tientsin  
Swatow and Shanghai  
Moj, Kobe, Yokohama, Portland and Oregon  
Shanghai, Nagasaki and Yokohama  
Haiphong  
Tsinling, Waihaiwei, Chefoo and Tientsin  
Gatian, Cheribon, Samarang, Sourabaya and  
Macassar

America Main

Letters  
11.00 A.M.  
Wednesday, 23rd, 1.00 P.M.  
Wednesday, 24th, 1.15 P.M.  
Wednesday, 25th, 3.00 P.M.  
Wednesday, 26th, 3.00 P.M.  
Wednesday, 27th, 4.00 P.M.  
Wednesday, 28th, 4.00 P.M.  
Thursday, 29th, 5.00 P.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA,  
HONOLULU and SAN FRANCISCO  
(Supplementary mail on board up to the  
time fixed for departure of the mail  
Extra Postage 10 cents).

Hengshan  
Shashan  
Kinkiang  
Yueasung  
Kaifong  
Tremont  
Rubi  
Hengshan  
Foshung  
Tjimati  
Yochow  
Witshad

Letters  
11.00 A.M.  
Friday, 25th, 12.15 P.M.  
Friday, 26th, 3.00 P.M.  
Friday, 27th, 3.00 P.M.  
Friday, 28th, 3.00 P.M.  
Saturday, 29th, 11.00 A.M.  
Saturday, 26th, 11.00 A.M.  
Saturday, 27th, 12.15 P.M.  
Saturday, 28th, 2.00 P.M.  
Sunday, 29th, 4.00 P.M.  
Monday, 30th, 3.00 P.M.

Macao  
Shanghai  
Ningpo and Shanghai  
Manila  
Amoy, Manila, Cebu and Iloilo  
Moj, Kobe, Yokohama, Victoria, B.C.)  
and Tacoma

Manila  
Macao  
Singapore, Penang and Calcutta  
Shanghai, Moj, Kobe, Yokohama  
Ningpo and Shanghai

Letters  
11.00 A.M.  
Tuesday, 29th, 2.00 P.M.  
Tuesday, 30th, 3.00 P.M.  
Tuesday, 31st, 3.00 P.M.  
Wednesday, 1st, 5.00 P.M.

Singapore, Penang and Calcutta  
Manila  
Shanghai, Moj, Kobe, Yokohama, Victoria  
and Seattle, Wash.

Nanking  
Taming  
Kaya More  
Sauki More

Tuesday, 29th, 10.00 A.M.  
Tuesday, 29th, 2.00 P.M.  
Tuesday, 30th, 3.00 P.M.  
Tuesday, 31st, 3.00 P.M.  
Wednesday, 1st, 5.00 P.M.

Europe, &c., India via TUTICORIN  
(late Letters 11.00 to 11.30 A.M. Extra  
Postage 10 cents).  
(Letters posted in all the Pillar Boxes  
in time for the first clearance will be  
included in this contract mail)

Catalogues

Letters  
11.00 A.M.  
Tuesday, 29th, 2.00 P.M.  
Tuesday, 30th, 3.00 P.M.  
Tuesday, 31st, 3.00 P.M.  
Wednesday, 1st, 5.00 P.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA,  
VICTORIA and VANCOUVER (B.C.)  
(Supplementary mail on board up to the  
time fixed for departure of the mail  
Extra Postage 10 cents).

Empress of China

Letters  
11.00 A.M.  
Tuesday, 29th, 2.00 P.M.  
Tuesday, 30th, 3.00 P.M.  
Tuesday, 31st, 3.00 P.M.  
Wednesday, 1st, 5.00 P.M.

TO-DAY.

Sale, Furniture, Sales Rooms, Mr. F. Kiene  
2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.—May 22nd.  
Telegraphic Transfer ..... 21.  
Bank Bills, on demand ..... 21.  
Bank Bills, at 30 days' sight ..... 21.  
Bank Bills, at 4 months' sight ..... 21.  
Credit, at 4 months' sight ..... 21.  
Documentary Bills, 4 months' sight ..... 21.

PARIS.—  
Bank Bills, on demand ..... 268.  
Credit, at 4 months' sight ..... 272.

ON GERMANY.—  
On demand ..... 218.

ON NEW YORK.—  
Bank Bills, on demand ..... 514.  
Credit, 60 days' sight ..... 522.

ON BOMBAY.—  
Telegraphic Transfer ..... 168.  
Bank, on demand ..... 139.

ON CALCUTTA.—  
Telegraphic Transfer ..... 158.  
Bank, on demand ..... 159.

ON SHANGHAI.—  
Bank, at sight ..... 71.  
Private, 30 days' sight ..... 72.

ON YOKOHAMA.—On demand ..... 104.

ON MANILA.—On demand—Per cent. p.m.  
On SINGAPORE.—On demand ..... 104.

ON BATAVIA.—On demand ..... 128.

ON HAIPHONG.—On demand ..... 31. p.m.

ON SAIGON.—On demand ..... 21. p.m.

ON BANGKOK.—On demand ..... 61.

SOVEREIGN, Bank's Buying Rate ..... 9.40.

GOLD LEAF, 100 fine, per tael ..... 49.60.

BAR SILVER, per oz. ..... 311.

## VESSELS EXPECTED.

THE GERMAN MAIL.—  
The 1.G.M. str. *Pretzsch* left Singapore on Saturday, the 19th inst., at 5 p.m., and may be expected here on or about Thursday, the 24th inst., at 5 a.m.

THE FRENCH MAIL.—  
The M.M. str. *Oceanie* left Singapore on the 21st inst., at 2 p.m., for this port via Saigon.

THE AMERICAN MAIL.—  
The P.M. str. *Morgan* sailed from Yokohama on the 17th inst., and is due at this port on the 28th inst.

The P.M. str. *China* sailed from San Francisco on the 5th inst.

The T.K.K. str. *Nippon Maru* sailed from San Francisco on the 10th inst.

## STEAMERS PASSED THE CANAL.

April 20th—*Rheineus*, *Heliotropus*, *Kier*, 24th  
—*Glenesk*, *Kirk*, 27th—*Idomenus*, *Aleutous*,  
*Tonkin*, May 1st—*Ambra*, *Patna*, *Preussen*,  
*Sazona*, *Benavon*, 4th—*Ajax*, *Verona*,  
*Oceanic*, *Igo Moro*, *Ehenania*, 8th—*Kadnor*,  
16th—*China*, *Japan*, 18th—*Bengal*, *Mac-*  
*dau*, *Dionis*, *Shimosa*, 18th—*Bingo Maru*,  
*Parrotus*, *Torwane*, *Knekar*, *Prinz Eitel Fried-*  
*rich*.

ARRIVALS AT HOME.—  
May 18th—*Armand Belic*, *Silesia* (German),  
*Prinz Regent Luitpold*.

## JOINT STOCK SHARES.

Hongkong, May 22nd.

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$206—\$100.

Banks—

Hongkong & Shai. \$125—\$840, sellers

London, £85.15.

National B. of China \$26—\$28.

Bell's Asbestos E. A. 12s. 6d. \$74, buyers

China-Borneo Co. \$12 161, buyers

China Light & P. Co. \$10 104, buyers

China Provident \$10 \$9, sellers & sellers

Cotton Mills—

Eng. Co. Ltd. £10 72.

Shanghai Dock and £10 72.

Eng. Co. Ltd. £10 72.

Shanghai Dock and £10 72.